

The deaths of Miss Turner, of the C.M.S., stationed at Hangchow, and of the son of Dr. McFarlane, of the London Mission, are reported from Chefoo on the 9th inst.

The maximum temperature in July was 91.3, on the 20th, and the minimum 73.4, on the 4th. The mean for the month was 82.1. The rainfall amounted to 18.87 inches.

Mr. Mosedale, superintendent of the Ocean Steamship Line (Blue Funnel) for Bangkok-Penang section of the Far East, arrived at Bangkok on the 6th inst. to make inquiries into the collision between the *Gorgon* and the *Rigchild*.

The *Kobe Chronicle*, on the evidence of Mr. J. W. Davidson, formerly correspondent of the *China Mail* and other Eastern papers in Formosa, defends the Japanese from the charges of barbarity preferred against them by an English journal published in Yokohama.

AMERICAN Missionaries in Shanghai have received a telegram from the United States indicating that the U. S. Government is alive to the seriousness of the situation in China and intends taking strong and effective action.

It is reported that the death-rate from cholera in Peking is 1500 daily, and that the epidemic is not on the decrease.—Mr. A. T. Mahy, chief officer of the *Chungking*, died from cholera at Tientsin on the 2nd inst. He was a native of Guernsey, and was 58 years of age.

FRENCH papers note with childish glee the address of the French sailors at the Kiel festivities, in twisting the distasteful German cheer "Heeh" into "Heche," the name of the French flag.

From a French contemporary we learn that Queen Amelia Lavra of the Wallis Islands is dead, and has been succeeded by her son Vito. The new monarch, who has always been favourable to French influence, has promised his best sympathy to the French representative at Wallis. So it does not matter now if the Russo-French entente ends in smoke.

SINGAPORE's cricket team defeated Batavia by 115 runs. Scores.—Singapore, First innings, 138 (J. Cook, 51; A. J. Percival, 18; not out; Justice Leach, 14; J. J. R. Orman, 14); Second innings, 152 (J. Cook, 41; Justice Leach, 22; A. J. Percival, 18; Capt. Dawkins, 14; Major Lambton, 13; J. Orman, 11).—Batavia, First innings, 116 (Justice Leach 2 wickets for 11); Second innings, 49.

Poon old Reuter! Even the *Courier de Saigon* abuses him. This time the vivid hues of his deep-dyed villany come out in quite a new light: the *Reuter* is a perfidious foe of La Belle France! The *Courier* reproduces Havas and Reuter's versions of French news side by side, referring to Dreyfus, the Mekong, the close of the China-Japan war, Madagascar, Kiel, and the sum and substance of it all is that Reuter's sole object in life is to injure France!

A Foochow telegram of the 12th inst. to the *Mercury* says:—Last night at eight o'clock two stones were thrown into the Foochow Club. The Foreign cemetery has been broken into and some iron railings stolen.

The *Kingfisher* arrived at Shanghai from Hankow, having completed 800 round trips. Captain Bassett has been in command of the vessel since 1883 and Mr. Frank Prevost, her chief engineer, has made 540 trips in her.

The *Singapore Free Press* says:—There is some probability, we hear, that the vessel which will escort the 3th Fusiliers here will be the 2nd Bat. Royal Irish Regiment (18th). Is another quarter there is a rumour that we are probably to have the Rifle Brigade from Hongkong.

The *Swabaya* *Courant* states that the *s.s. Teaser*, of Liverpool, which formerly ran for the China line under the British flag, will now be employed in carrying cargo on the Java coast. To allow of the steamer doing so, she will shortly be sent to Holland to be registered under the Dutch flag. Her return to Java is expected in three months time.

The *Kangchi*, in full commission and looking very trim and taut, lies at Taku Dar; the other half of the squadron, says the Tientsin correspondent of the *N. C. Daily News*, the *Chienchi*, lies at Taku naval yard. This establishment, which has had a very violent and neglected appearance since the war, is now being put in good order. The dry docks where for years the *Chienchi* boats or alphabetical gunboats were snugly housed in, laid up in ordinary, are now being cleaned out and renovated to be ready for some of the new vessels on their way out.

CONSIDERABLE commotion was caused in Yokohama on Friday evening, 8th inst., when the news was spread that Mr. B. E. Brackenbury, a very popular young reporter connected with the *Hongkong* and *Shanghai* Bank, had shot himself in the temple with a revolver. We learn from the *Japan Mail* that he had only returned home from business a few moments before the shot was fired, but it is stated there could have been absolutely no motive for such a deed. Up to half-past eight on Saturday morning he was still alive and not entirely unconscious. He was then taken to the Royal Naval Hospital to undergo an operation for the removal of the bullet, but very little hope was entertained of the unfortunate gentleman's recovery. Information reaching us (*Kobe Chronicle*) this morning (19th inst.), states that an operation for the removal of the bullet was attempted on Saturday, but when two pieces of bone had been taken away, the brain began to ooze from the orifice, and it was found impossible to proceed. The patient lies in a state of coma, and there is no hope of his recovery.

W. ROBINSON and Co. make a special feature of Selling Pianos and Organs on the Easy-Payment system.

The *N. C. Daily News* says:—It is not known what influence has moved him, but it is known that Colonel Danby, the U. S. Minister to Peking, has withdrawn from the Chefoo Commission as formerly constituted by himself and the British Minister.

According to a Japanese news agency the Russian Government has advised the Chinese Government, with the consent of Japan, to pay 50,000,000 taels to Japan in compensation for the return of the Liaotung peninsula, and the Chinese Government has accepted the money will be raised through the intermediary of Russia.

The Harbour Master of Tientsin, Mr. T. H. Kingsley, is very painstaking in doing all in his power to keep the shipping community well posted in respect to the constantly occurring changes taking place in the channel; and has had some copies of a useful sketch plan of the affected Reaches struck off, for the benefit of Captains of steamers, on which corrected soundings are marked from time to time. We may have taken the opportunity to record the appreciation in which this gentleman's services to the port are held by everyone in a position to estimate them at their right value. We hear, moreover, that Mr. Kingsley is very popular with his staff, and that he has known how to win their confidence and respect in a marked degree.—P. and T. Times.

TELEGRAMS received at Shanghai on the 13th inst. from Chefoo reported that the *Soolow* was wrecked on the N. E. Promontory. The following from a correspondent to the *N. C. Daily News* may possibly refer to the same subject:—On the morning of the 11th instant, signals were made from the lighthouse on the N. E. Promontory that an English man-of-war was reported ashore on the S. E. Promontory. The *Idami-Kan*, just out from Weihaiwei, stopped and raised the signal, made no noise, and then went on her way towards Japan. The *Idami-Kan* examined the land for thirty miles down to the S. E. Promontory and past it, but saw no sign of any vessel. No signals were made from the S. E. Promontory lighthouse, so they evidently knew nothing about it.

The *N. C. Daily News* says the lightkeeper at the Suddies saw an exciting incident about a week ago. It is, of course, known that the Suddies are the hunting-ground of men who are fishermen by profession and sea robbers by inclination. The lightkeeper saw a big sail-junk one evening sailing slowly along with one man at the helm and two or three sailors looking on the deck. Two fast boats pulled off from the Suddies, with about ten men in each. The junk saw them and yanked about, trying vainly to escape. The boats pulled alongside and made fast, one on each side of the junk. Instantly the junk's deck bristled with soldiers, who poured a volley from their rifles into the boats, then jumped down, killed all whom the bullets had spared, and threw the bodies overboard, after cutting off the heads of the two leaders. The apparently harmless sail-junk had been chartered by a mandarin who was out on a pirate hunt.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED. The half-yearly general meeting of this company was held today, at the registered offices, Praya Central, Mr. G. B. Dowdall (chairman) presiding. There were also present Messrs J. Kramer, S. O. Michaelson, J. S. van Buren, J. J. Bull-Young, A. S. Sides (secretary), R. Cooke (manager), C. T. Ross (treasurer), C. S. Sharp, E. George, C. A. Tomes, F. Henderson, J. McCallan, Lewis, S. L. Darby, R. Mitchell, C. Tomlin, H. Buck and others.

To Acting Secretary read the notice of meeting. The Chairman said:—Gentlemen, the report and accounts have been in your hands for some time past, and, with your permission, I will take them as read. Just two years ago the Chairman congratulated you on the good results then placed before you, which had up to that time been very good. Now, the report half year of the Dock Company since its formation, and it affords you Directors much pleasure in placing before you the very satisfactory result largely by the present accounts. A very large amount of work has been done, and the times the resources of the Company have been tested to their utmost, but, owing to the extension and improvements of our docks and plant, which have been made from time to time, we have been able to attain the present position, whilst at the same time the hope and belief, giving good satisfaction, that the general docking business was there in our way, and some heavy jobs, notably the *Iron*, the *City of Rio de Janeiro*, and the *Verde* came into our hands. We are undoubtedly indebted to the war between China and Japan is a considerable measure for our present business. The price for the present business is \$328,113.39. We propose to pay a dividend of 7% which will absorb \$109,375, to pay a Bonus of \$100, to contributing shareholders, to write off from the Kowloon Docks \$65,855.40, from the Compoitment Docks \$61,038.88 and the sum \$6,433.21, and then the \$109,375, and we have a new account a balance of \$85,260.40. It may be said by some shareholders that we ought to pay a larger dividend than is now proposed. I would remind you, gentlemen, as you have been reminded from time by my presence here, that the Dock Company is a company to borrow heavily to any large extent your Directors do not deem it to be a wise or sound policy to increase the dividend. I am happy to say that during the half year we have succeeded in reducing these costs from \$859,400, to \$109,375, and we are hopeful that before we again meet you we shall be able to advise that we have still further reduced this item in our books. Then again I would mention to those who may grumble at the present dividend, that our business is of a most fluctuating character, that we cannot constantly taking place with such property and running machinery as we possess, and, however well kept up it may be, additions will be constantly required if we are to be in a position to undertake the business offering from time to time. During the last six months the lengthening of the No. 3 Dock at Kowloon from 230 feet to 260 feet has been completed, and the No. 2 Dock has been lengthened from 333 to 371 feet; though this latter work is not yet finished it is sufficiently advanced for us to use the dock for the new Machine Shop, which was badly needed, is nearly completed. We find that to meet the increased demands and the heavier work now coming to the East many improvements and additions will be necessary, some of which we must face very shortly. At Kowloon Docks a new blacksmith shop and forge must be built, and the machine and the upper smith's shops must be enlarged, and more modern appliances procured for them in order to facilitate and

cheapen as much as possible the cost of work. Past experience has taught us that the more facilities we have for doing work the more work comes to us, and that by having the latest improvements in machinery and tools we have been able to do work quickly and to the good purpose of not withholding the increased cost to us (caused through the low level of exchange) of imported materials. Owing to the heavy pressure of work at times on our other establishments, our docks at Aberdeen have been employed considerably, and we have had satisfaction to the Directors to find that their policy in keeping these docks open and in working order has now resulted in a profit on the working at Aberdeen of some \$18,000 during the six months under review. The old quarters of the staff at Kowloon have been found to be uncomfortable owing to their close proximity to the machine shop. It is hardly necessary for me to say that men who are working hard all day require a good rest at night; we find that so much night work has to be done in the machine shops that our staff have been suffering much inconvenience, and we have consequently commenced building new quarters on the Company's vacant land to the west of the shops. I should mention also that the contemplated extension of the blacksmith's shop and forge would have employed us in a comfortable way to the great quarters of the staff. You will be glad to know, gentlemen, that we have at the credit of the Admiralty Loan Exchange Adjustment Account an amount of \$5,401.13 the difference between 2/11 exchange; in the present uncertainty of exchange the Directors deem it best to follow the precedent established in a previous instance and to carry forward this sum. Material on hand still stands at a very heavy amount; this matter has had our serious attention, with the object of reducing the stock we carry, but it will always be necessary, and we are to work a business efficiently, to have a good supply of all the most needed materials. Before closing my remarks, Gentlemen, I would like to call your attention to the good work that has been done by our staff; frequently it has been day-and-night work, and their services have been ready and ungrudgingly given. It is mainly owing to their hearty co-operation that the present good results have been attained, and the Directors desire to record their appreciation of the excellent work done by the staff. Our Secretary, Mr. G. B. Dowdall, has been a very able exponent of the financial condition of the company, and I think every shareholder must be satisfied and well pleased with the Company's sound position. At the same time, though I suppose we must be content with the 7 per cent. dividend at present, yet in the matter of the business which has been done, I hope the directors may in the next six months be able to recommend a higher dividend. I have looked up the reports since 1883, and find that over a million dollars have been invested in the property, and I think it is a very low value of one million odd which you must admit is far below its real value. 'Sundry creditors' also have been reduced by over \$200,000, and we should see this year a great improvement in the next twelve months, so that a higher dividend could be paid and the reserve fund further built up, if that is necessary, in case of building another dock, as to which Mr. Sumner says the Company has been approached already by the home authorities. I do not hope to see a dividend of 10 per cent. as good as would warrant the directors in making the recommendation at the next meeting. Naturally, good reports create a demand for shares, and there are many people who want to buy them; in fact, they go at a premium of 110 and 120. There are certain people, however, who are of small investors, who owing to the high value of the shares cannot afford to go in for a large quantity but would like to invest in a few shares. I would therefore recommend that the \$125,000 be subdivided into 250 shares of \$50 each, and it would be within the reach of small investors. I know this is not quite the proper place or opportunity to make the suggestion, and I therefore make no formal proposal but ask for an immediate expression of opinion. If at all other, but a word or two in reply to my remarks might be welcome, and I hope that by the time we meet again the directors will have taken the matter into consideration.

The Chairman—in reply to Mr. George, who reminds us that the writing-off in past years has been undoubtedly very heavy, I would point out that the present dividend is a very high value formerly, and we must bear in mind the possibility of opposition. We believe we have written down to a safe value now, but if opposition came we might have to ask shareholders to write it down still further. Undoubtedly the property, and the dock then, are worth more than the figure standing in our books, but we have no opposition now, and if we had it might put us in a difficult position. Regarding the dividend and the question of increasing it, at present we do not feel called upon to do so, and we must wait and see. What we may be able to do at our next meeting it is impossible to say; it must depend on the results of the current half year's working. At present I am glad to state that July has been a very good month, and there seems to be some good work coming to us, but we only speak of what we expect, we hope to give a higher dividend at the end of the year. (Applause.) The proposal to subdivide the shares will have our attention and shall be carefully considered. With regard to the new Admiralty Dock there are various reasons, but I must say that nothing beyond preliminary negotiations have passed so far—nothing of any note; nothing that we could in any way convey to shareholders at present. If there are no more questions to be asked, I will propose the adoption of the report and accounts.

Mr. Sharp—in reply to Mr. Dowdall, who has just read the report, all shareholders must agree in congratulating the Board on the prosperous state of the Company's affairs. As to the dividend, if I may venture an opinion it must be the desire of all shareholders who have really the prosperity of the Company at heart to have no fewer dividends (applause), but be content with a fair dividend until prospects are very much better and the Company's liabilities disappear.

The motion was then put and carried nem. con.

The Chairman—That concludes the business of the meeting, gentlemen; I am much obliged to you for your attendance. Dividend warrants will be ready to-morrow morning.

REUTER'S TELEGRAMS.—(Supplied to the "China Mail.")

LONDON, August 16, 1895. KUOCHENG MASSACRE.

Mr. Curzon, in the House of Commons, stated it would be impolitic to raise the question of indemnity to the families of those murdered at Kucheng until the murderers have been punished, which is the point of primary importance. Lord Salisbury said that if China is negligent or lukewarm in awarding punishment further action be necessary.

TURKEY.—The Times regards Lord Salisbury's statement regarding Armenia as an emphatic warning to the Sultan that unless reforms are introduced it is improbable the Powers will continue to guarantee Turkish autonomy.

FOOCHOW, August 17, 1895. KUOCHENG MASSACRE.

The Commission of Enquiry has arrived in safety at Kucheng. Important arrests have been made. The natives are quiet, but much alarmed.

SUPREME COURT.—IN ORIGINAL SESSIONS.

(Before His Honour Sir F. J. Clarke, Chief Justice.) Monday, August 19.

A FISHBAUGH.—A. de Souza, committed for trial by the Magistrate on a charge of counterfeit coinage, was discharged by proclamation, the Attorney-General having thrown out the bill.

ALLIED TRAFFIC IN WOMEN.—Leung Sui Man and Chan Tak were charged with taking part in bringing a woman into the Colony for the purpose of prostitution; and the same two were charged, together with Ko Ng and Yu San, with harboring a woman with intent that she should be sold for the purpose of prostitution. The Hon. W. M. Goodman, Attorney-General, instructed by Mr. G. C. C. Master, Acting Crown Solicitor, conducted the prosecution; and Mr. D. McNeill, instructed by Mr. J. F. Rocco, appeared for the defense.

The following were sworn on the jury:—S. C. Edwards, J. Allan, F. J. R. Schwartzkopf, R. E. Koyher, H. S. Cooke, C. D. Daubeney, Chow Dart Tui.

There was a little difficulty in the matter of interpreting evidence; the principal witness being a native of Taiwan, her evidence had to be first translated into English by a Chinese interpreter, and then into English by another interpreter.

During the trial, Yu San was discharged, as it was found there was no evidence against him. The jury after a short retirement brought in a verdict of not guilty in regard to Leung Sui Man, and guilty in regard to the other two, who were sentenced to 18 months and 6 months respectively.

SATURDAY'S GYMKHANA.—The following are the results:—

Foot Race for Europeans, run 100 yards. First prize, 12 shillings; entrance fee, 1 shilling. Second prize, 6 shillings; entrance fee, 1 shilling. Third prize, 3 shillings; entrance fee, 1 shilling. Fourth prize, 1 shilling; entrance fee, 1 shilling. Fifth prize, 1 shilling; entrance fee, 1 shilling. Sixth prize, 1 shilling; entrance fee, 1 shilling. Seventh prize, 1 shilling; entrance fee, 1 shilling. Eighth prize, 1 shilling; entrance fee, 1 shilling. Ninth prize, 1 shilling; entrance fee, 1 shilling. Tenth prize, 1 shilling; entrance fee, 1 shilling.

Private Hyatt, R.E. 1. Private Ryder, R.E. 2. Private Green, R.E. 3. Private Kemp, R.E. 4.

Polo Pony Race for a bona fide Polo Pony, about 12 years old, to start a distance round the Grand Stand, ride a distance round a flag keeping it on the right, then back to a second flag, which must be ridden round keeping it on the left, and finish at the winning post; each weight over 12 stone; entrance fee, 1 shilling. A cup presented by Lt. Col. The Officer; second 70 per cent. of entrance fees; third 30 per cent. (Colours optional in this race.)

Mr. Manners' from Duke, 12 (Mr. Taylor) 1. Mr. Power's Crusader, 12 (Owner) 2. Mr. Crickshaw's Simple Simon, 12 (Owner) 3. Mr. R. A. Grayson's Gunner, 12 (Owner) 4. Capt. Burney's Harbinger, 12 (Owner) 5. Capt. Loveband's The Friar, 12 (Owner) 6.

Five Furlong Race Hurdle; 5 furlongs. First prize, a cup value about \$40; second 70 per cent. of entrance fees; third 30 per cent. (Colours optional in this race.)

Mr. Little's Chariot, 11.7 (Mr. Taylor) 1. Mr. Crickshaw's Warlock, 12 (Owner) 2. Hon. J. J. Bull-Young's Daylight, 12.5 (Mr. Master) 3.

Time, 1m. 22s. DISTANCE HURDLE, ORUS RIVER; open to all horses and riders. First prize, a cup value about \$40; second 70 per cent. of entrance fees; third 30 per cent. (Colours optional in this race.)

Mr. Master's Done Brown, 580 yds. (Mr. Gedgo) 1. Mr. W. D. Graham's Joe, 400 yds. (Mr. Gedgo) 2. Capt. Loveband's The Friar, 210 yds. (Owner) 3. Mr. S. L. Darby's Shifter, 240 yds. (Owner) 4.

Mr. Power's Crusader, 230 yds. (Mr. Lewis) 5. Mr. Power's Nantico, 230 yds. (Owner) 6. Lord Conyngham's El Diablo, 210 yds. (Owner) 7. Mr. Reddy's Cuckoo, 200 yds. (Owner) 8. Mr. Buck's Voltiger, 100 yds. (Owner) 9.

Time, 1m. 34s. LAMBS' NOMINATION "ZE-BA" RACE.—Competitors to start opposite the Grand Stand facing the Valley, ride a distance, jump a hurdle, dismount, raise a dummy (fallen comrade), and return over same hurdle. The competitors will be under ride fire during the contest. Two prizes, presented by Lieut. Col. Barrow and W. A. Crickshaw, Esq. Dominated by Capt. F. R. Loveband's The Friar, 1 (Mr. Black) 2. Mr. Salomon's Q.C., 1 (Mr. Moore) 3. Mr. W. A. Crickshaw's Engineer, 1 (Miss Hancock) 4. Mr. Little's Chariot, 1 (Mr. Reddy) 5. HANDICAP, FROM THE TWO MILE PONY. First prize a cup value about \$50, presented by H. N. Mody, Esq.; second 70 per cent. of entrance fees; third 30 per cent. Lord Conyngham's Gentian, 10.11 (Mr. Reddy) 1. Mr. Master's No. 10.12 (Mr. O'Brien) 2. Mr. Crickshaw's Warlock, 11.6 (Owner) 3. Messrs. Lewis and Power's Dandy, 11.4 (Mr. Lewis) 4. Mr. Little's Chariot, 11.8 (Mr. Taylor) 5. Mr. Hart Buck's Voltiger, 11.9 (Owner) 6. Time 2m. 22s.

THE KUCHENG MASSACRE.

HIGH-HANDED CONDUCT OF BRITISH AND AMERICAN CONSULS TABOONED.

THE OLD FAROE OVER AGAIN. ANOTHER OBJECT LESSON TO GREAT BRITAIN. (From Our Own Correspondent.) Foochow, Monday, 19th August, 3.55 p.m.

Intelligence has just been brought down here from Kucheng to the effect that the Chinese officials of that city have refused to permit the presence of Mr. Mansfield, the British Consul, and Mr. Hixson, the United States Consul, at the trial of the men arrested on the charge of complicity in the massacre of British missionaries at Kucheng.

The Prefect of the District, however, promises that the executions will take place at Foochow.

The Chinese soldiers, who went up from Foochow as escort to the British and American Consuls and their party, are foraging in the country roundabout the city for provisions, and their conduct has given rise to great fear and much anger amongst the common people throughout the district.

These people are going about saying openly that if there were no foreigners in the country there would be no Christians, and if there were no Christians there would be no trouble.

The situation has assumed a more serious aspect. That is how it is regarded in Foochow.

ANTI-FOREIGN PLACARDS IN CANTON.

(From a Correspondent.) Canton, August 19.

Anti-foreign placards have been posted up in different parts of the city. A pamphlet is being circulated amongst the people railing Christianity and denouncing the missionaries.

THE KUCHENG MASSACRE. THE BEGINNING OF THE TROUBLE.

In the July number of the *Church Missionary Intelligencer* (the organ of the Christian Foreign Society) there is an extract from a private letter by the late Rev. R. W. Stewart, dated 27th March, giving an account of the trouble a turbulent political sect, calling themselves "Vegetarians," were giving the Chinese authorities at Kucheng in the month of March.

Two nights ago I was writing very late, proposing to start on a long lullabration next morning. I had just finished my quarter's accounts for Hongkong and my mail, about 4 a.m., when I was startled by the sound of my alarm clock. I went to my room and found the door open. I saw a Chinese man and several leading Christians had made their way across the river to bring me news that on information received the mandarin had ordered all the gates of the city to be closed.

I went to the gate and found the gates closed. I saw a Chinese man and several leading Christians had made their way across the river to bring me news that on information received the mandarin had ordered all the gates of the city to be closed.

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Two nights ago I was writing very late, proposing to start on a long lullabration next morning. I had just finished my quarter's accounts for Hongkong and my mail, about 4 a.m., when I was startled by the sound of my alarm clock. I went to my room and found the door open. I saw a Chinese man and several leading Christians had made their way across the river to bring me news that on information received the mandarin had ordered all the gates of the city to be closed.

I went to the gate and found the gates closed. I saw a Chinese man and several leading Christians had made their way across the river to bring me news that on information received the mandarin had ordered all the gates of the city to be closed.

I went to the gate and found the gates closed. I saw a Chinese man and several leading Christians had made their way across the river to bring me news that on information received the mandarin had ordered all the gates of the city to be closed.

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I went to the gate

Notices to Consignees.

SHIRE LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. CARMARTHENSHIRE,
FROM HAMBURG, ANTWERP, MID-
DELBURG, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns of
the HONGKONG & KOWLOON WHARF &
GODOWN COMPANY, at Kowloon, whence
and/or from the Wharves delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 20th Inst.
will be subject to rent.

All Claims against the Steamer must be
presented to the Underwriter on or before
the 20th Inst., as they will not be recognised.
All broken, chafed, and damaged Goods
are to be left in the Godowns, where they will
be examined on the 20th Inst., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.

Hongkong, August 13, 1895. 1496

Insurance.

NOTICE.

THE PO ON MARINE INSURANCE &
GODOWN COMPANY, LIMITED.
Capital—Eight Hundred Thousand Dollars.

BOARD OF DIRECTORS.
Chiu Sip Chuen, Esq., of Messrs. Chiu
Kwong Lan.

Chiu Siu Chuen, Esq., of Messrs. Kung
Yuen.

Chiu Cheuk Kwan, Esq., of Messrs. Kung
Yuen.

Lo Shau U, Esq., of Messrs. Kung
Yuen.

Chiu Siu Man, Esq., of Messrs. Chiu
Kwong Lan.

Chiu Kwong Wan, Esq., of Messrs. Tung
Chiu Hong.

THIS Company having been duly incor-
porated will accept RISKS from the
13th Instant, at Current Rates.
HEAD OFFICE: No. 125, Wing Lok Street.

UN LAI CHUEN.

Hongkong, August 8, 1895. 1499

TYPHOON INSURANCE.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MORT-
GAGEES, and others interested in
House Property are informed that
THE COMMERCIAL UNION ASSUR-
ANCE COMPANY, LIMITED,
Are prepared to accept RISKS against LOSS
or DAMAGE by TYPHOONS, at Moderate
Rates.

For Particulars, apply to
WILLIAM MACBEAN,
Local Manager, HONGKONG BRANCH,
Cantonment House,
Queen's Road Central.

Hongkong, July 1, 1895. 1212

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1894,
£11,071,018 2s. 2d.

Authorised Capital.....£3,000,000.00
Subscribed Capital.....£2,750,000.00
Paid-up Capital.....£287,500.00
Fire Funds.....£2,410,927.3
Revenue Fire Branch.....£1,549,856.18

HAVING been appointed AGENTS of the
above Company we are prepared to
Accept EUROPEAN and CHINESE RISKS at
Current Rates.

SHEWAN & Co.,

13 July, 1895. 1800

Intimations.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silver Smiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VOIGTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.

English Silver & Electro-Plated Ware.
Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
in great variety.

DIAMONDS
AND JEWELLERY.
A Splendid Collection of the Latest LONDON
PATENTERS, at very moderate prices. 724

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the
elegant Building known as "CON-
NAUGHT HOUSE," offers First-Class Ac-
commodation to Residents and Travellers.
Passenger Elevator, from Entrance Hall
to each Floor, in charge of experienced
Attendants.

Favourable Arrangements made for
Families and for Monthly or Extended
Periods.

P. BOHM,
Proprietor and Manager.

Hongkong, November 24, 1894. 1907

Relieves the
scalding pain at once
and
CURES
all discharges from
the genito-
urinary
organs in either
sex in
48 HOURS
Santal-Midy
is a
specific
for
Gonorrhoea,
Cystitis,
and
all
inflammations
of the
urinary
organs.

Unlikethe san-
dal oil of the
Bazar, Santal-
Midy is su-
perior to Co-
paiba, Cubebs,
or Injections,
and causes
no inconveniences.

Beware of imitations
SANTAL MIDY

Each tiny Capsule
bears the name
S. RUE VIVIER, PARIS

For Sale by A. S. WATSON & Co., Chemists.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
JOLIMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE and BORDEAUX.

ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 21st August,
1895, at Noon, the Company's S.S.
CALÉDONIEN, Commandant BEVILLACQUA,
with MALES, PASSENGERS, STEWARDS,
and CREW, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m., on
the 20th August, 1895. (Parcels are not
to be sent on board; they must be left at
the Agency's Office).

Consignees and values of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

C. TOURNAIRE,
Acting Agent.

Hongkong, August 7, 1895. 1454

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed
to the very cheap rates offered by this
Line to the Pacific Coast and to the In-
terior and Eastern Cities of the UNITED
STATES and CANADA and to Europe.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First class
Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK, \$850.
The Railroad travelling is second to none
on the American Continent. Magnificent
Scenery of the Rocky and Cascade Moun-
tains. The YELLOWSTONE NATIONAL Park
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
LINERS.

HONGKONG TO TACOMA, \$225.
Rates of Passage to other Points on ap-
plication.

Special rates allowed to members of Go-
vernment Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

Strathmore... 3,574 Tuesday Aug. 27.
Victoria... 3,187 Tuesday Sept. 17.
Hankow... 3,594 Tuesday Oct. 8.
Tacoma... 2,549 Tuesday Oct. 20.
Victoria... 3,107 Tuesday Nov. 10.

* No Passengers carried by this sailing.

THE Steamship STRATHMORE,
Capt. PATTIE, sailing at Noon, on
TUESDAY, the 27th August, will proceed
to VICTORIA, B.C., and TACOMA, and
SHANGHAI, INLAND SEA, KOBE and
YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Points, and to Canadian and
United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
steamer to the care of The Freight Agent,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, August 6, 1895. 1416

Mails.

Mails.

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaetic (via Nagasaki) Tuesday, Aug. 27,
Kobe, Inland Sea, and
Yokohama) at noon.

Helgia (via Nagasaki) Saturday, Sept. 28,
Kobe, Inland Sea, and
Yokohama) at noon.

Coptic (via Nagasaki) Thursday, Oct. 17,
Kobe, Inland Sea, and
Yokohama) at noon.

The Steamship GAELIC will be
dispatched for SAN FRANCISCO,
via NAGASAKI, KOBE, INLAND SEA
and YOKOHAMA, on TUESDAY, the
27th August, at Noon, connection being
made at Yokohama with Steamers from
Shanghai.

Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.

Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the principal
cities of the United States or Canada.

Rates and particulars of the various routes
may be obtained upon application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
allowance does not apply to through fares
from China and Japan to Europe.

Parcels, which should be marked to
address in full, and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, and be forwarded to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, August 8, 1895. 1459

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama) Saturday, Sept. 7, at noon.

China (via Nagasaki, Kobe, Inland Sea, and Yokohama) Tuesday, Sept. 17, at noon.

Pera (via Nagasaki, Kobe, Inland Sea, and Yokohama) Tuesday, Oct. 8, at noon.

THE U. S. Mail Steamship CITY OF
PEKING will be dispatched for
SAN FRANCISCO, via NAGASAKI,
KOBE, INLAND SEA and YOKOHAMA,
on SATURDAY, the 7th September, at
Noon, taking Passengers and Freight for
open the United States and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.

Through Passage Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the principal
cities of the United States or Canada.

Rates may be obtained on applica-
tion.

Passengers holding through ORDERS TO
EUROPE have the choice of the Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANA-
DIAN PACIFIC RAILWAY on payment
of 25 cents in addition to the regular tariff rate.

Passengers holding orders FOR OVER-
LAND CITIES in the United States have,
between San Francisco and Chicago, the
option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE and other
direct connecting Railways, and choice
of destination, the choice of direct
lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcels
will be received at the office until 5
p.m., same day; all Packages should be
marked to address in full, and same
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, August 10, 1895. 1490

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or
PARCELS will be thankfully received
at the SAILOR'S HOME, West Point.

Address: Care of SUPERINTENDENT.

Shipping.

Steamers.

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

FOR LONDON, VIA PORTS OF CALL.

The Co.'s Steamship
Oceatic,
H. SOMMER, Commander,
will be despatched as
above on or about the 22nd Instant.

For Freight, apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, August 14, 1895. 1508

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

The Co.'s Steamship
Nestor,
Capt. ASQUITH, will be
despatched as above on
WEDNESDAY, the 28th Instant, at Day-
light.

Rate of Freight on Mating and General
Cargo 25s. per ton of 40 cubic feet.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 13, 1895. 1498

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

(Taking through Cargo for SULO, MENADO
and GORONTALO).

The Co.'s Steamship
Memnon,
Captain BARNES, will be
despatched as above on
SATURDAY, the 24th Instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 17, 1895. 1525

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship
Whampoa,
Captain HANES, will be
despatched as above on
SATURDAY, the 24th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 12, 1895. 1487

Sailing Vessels.

FOR NEW YORK.

The 3/3 A.L.L. American Ship
Sam Skiffeld,
Capt. Geo. L. SKOLFIELD,
will load here for the above Port, and will
have quick despatch.

For Freight, apply to
SIEMSEN & Co.,
Agents.

Hongkong, August 14, 1895. 1506

FOR SAN FRANCISCO.

The 100 A.L.L. British Ship
MARTIN, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, May 23, 1895. 1010

FOR BALTIMORE.

The 3/3 A.L.L. Amer. Barque
Fret. P. Lilchfield,
Capt. C. B. CHADWORTH, Master, will
load here for the above Port, and will
have quick despatch.

For Freight, apply to
MELCHERS & Co.,
Agents.

Hongkong, August 3, 1895. 1428

FOR NEW YORK.

The 100 A.L.L. British Ship
Belmont,
LADD, Master, will load here
for the above Port, and will have
quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, June 17, 1895. 1122

FOR NEW YORK.

The 3/3 L.L.L. American Ship
P. N. Blanchard,
Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, July 31, 1895. 1399

FOR NEW YORK.

The 3/3 A.L.L. Amer. Barque
Adam W. Spica,
Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, July 31, 1895. 1398

NOTICE.

MR. REGINALD ISBELL is prepared
to give Lessons in PIANO, ORGAN,
SINGING, and THEORY.

Mr. ISBELL has had several years' suc-
cessful professional experience in England and
the Australian Colonies and has made the
Cultivation and Development of the Human
Voice a Special Study.

PHAZ & KOWLOON visited.
SPECIAL TERMS for Families.
Evening Dances, Parties, and Socials
provided with Selected Music on Reason-
able Terms.

Arrangements for Lessons can be made
by applying to:
MR. REGINALD ISBELL,
c/o Messrs. Robinson & Co.,
Cantonment House.

Hongkong, July 22, 1895. 1398

Intimations.

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.

LIST OF SUBSCRIBERS
TO THE
HONGKONG TELEPHONE EXCHANGE.

No. A

40.—Anderson, Capt., East Point.

24.—Anderson, Capt., Praya Central.

8.—Arnhold, Karberg & Co.

66.—Blackhead & Co.

66.—Blackhead, F., Residence.

96.—Bradley & Co.

30.—Butterfield & Swire, Peak Residence.

38A.—Do. do. Quarry Bay.

18.—Do. do. Shipping Office.

36.—Do. do. Sugar Office.

75.—Caldbeck, Magrregor & Co.

42.—Canadian Pacific Railway Co.

111.—Carnichael & Co.

105.—Chan Sui & Co.

115.—Chen Tien, Residence.

22.—China Mail Office.

72.—China Sugar Refinery, East Point.